

CD. NO.

1. Most of the refrigerator cars used to transport meat from the USSR to the DDR (1) are believed to have been German equipment. In 1950, 634 serviceable refrigerator cars were available in the DDR. This amount would have been adequate if used exclusively for the handling of meat shipments in progress during the period from 20 September to 14 October 1950. However, in April 1951, the DDR railroad administration rented a sizeable number of refrigerator cars from Czechoslovakia (2). This would indicate that the number of serviceable refrigerator cars available in the DDR was not adequate for all requirements. It is therefore possible that foreign refrigerator cars were also used for the handling of the meat shipments in the fall of 1950.
2. It is not believed that the number of axles was taken into consideration in making up refrigerator trains. In the pertinent DDR railroad decrees, mention was made only of trains composed of 40 refrigerator cars (3). According to these decrees, both two and four-axle railroad cars could be used. However, the bulk of the available refrigerator cars were two-axle cars.
3. It is hardly probable that the trains dispatched from the DDR to Brest Litovsk should have proceeded into the USSR after being fitted with Soviet gauge axles. Only a very small percentage of freight cars may be converted from standard to Soviet gauge and vice versa. These cars are specially marked. Since the pertinent decree of the DDR Directorate General, Railroads, does not contain any indication to the contrary, it may be assumed that meat arriving in Brest Litovsk for the Soviet occupation zone was transloaded into standard gauge railroad cars.
4. The type of meat shipped has not been determined. The fresh meat was shipped at a temperature of -15° C.
5. From the observation, at Frankfurt/Oder, of empty refrigerator cars en route to Brest Litovsk since 30 May 1951, it is inferred that a meat shipping operation similar to that of last fall has again been started (4).

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6. The following survey of procedures employed for the adjustment of railroad car axles or the exchange of bodies (wheel, axle, and spring assemblies) is based on an evaluation of all available reports furnished previously by various sources. The two procedures employed to avoid the transloading of goods at Soviet border crossing points are:
- Change of wheel sets.** This is done by lifting the body of the car by means of a crane or jack and then mounting it on wheel sets of the desired gauge. This method was already in use before World War II. The technical procedure and devices for this method were described previously (5). The limited number of freight cars which are adjustable in this way are marked with an r (russisch) following the type designation letters, such as Omr, Ommr, Pr. Adjustable refrigerator and tank cars are marked in addition by white buffer boxes. It takes a detail of eight workers from 20 to 30 minutes to change the bogies of a two-axle freight car.
 - Adjustment of axles.** This is done by hydraulically shifting the wheel disks on a special axle. This modern method has been employed only since 1948 or 1950. It requires specially designed axles and special facilities for the shifting of the wheel disks. Technical details and drawings relating to the adjustment of axles were submitted previously (6). Such adjustable cars were built in the DDR railroad car factories in Weimar, Dessau, and Ammendorf near Halle, at the Tatra Works in Czechoslovakia, and possibly also in Hungary. Exact information on the length of time required for this method of converting freight cars is not available. However, it is believed that it takes less time than the obsolescent method described in paragraph 6 a above. A detail of six to eight men will probably be able to convert one car in 10 to 15 minutes.

It is believed that the bulk of the goods shipped to or from the USSR is still transloaded at the Soviet border crossing points. An estimate of the number of cars that can be adjusted from Soviet to standard gauge and vice versa in a 24-hour period is not possible (7).

(7) Comment: The above report is based on the information previously transmitted who have been reporting on this subject. No additional information

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